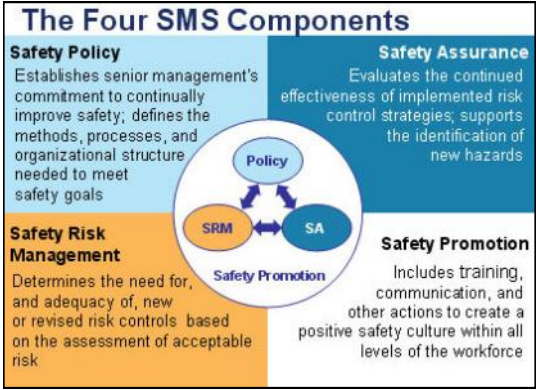


## Introduction

Welcome to King County International Airport/Boeing Field’s (KCIA) inaugural safety bulletin. Our quarterly safety bulletin will focus on safety-related information that is pertinent to all users of the airport, including current issues, general recommended safety practices, and industry trends.

The FAA has been working to introduce [Safety Management Systems](#) (SMS) to regulatory requirements for airports for the past several years. The federal rulemaking is still in the preliminary stages and accepting public comment through the end of 2015. Studies have shown SMS to be beneficial to organizations in by reducing accidents and injuries and promoting safety awareness. Aviation has historically been a high-risk environment with a strong safety focus and KCIA is committed to fostering this culture.



In that regard, KCIA participated in an FAA Airport SMS Pilot Study to develop an initial program and continues to work on evolving the program to its full potential. SMS has four pillars: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Our near term focus is the Safety Promotion pillar of SMS.

## Visibility of Aircraft Under Tow at Night

KICA, in conjunction with our FAA Air Traffic Control Tower (ATCT), is reaching out to our tenants and operators regarding a significant safety concern. Visibility of aircraft being towed at night has been observed by our ATCT personnel to be poor at times, more significantly on the east side of the airport (Alpha Taxiway). Contributing factors include light pollution from buildings and ramp areas airside as well as inconsistent use of appropriate lighting on tow vehicles and the aircraft themselves.

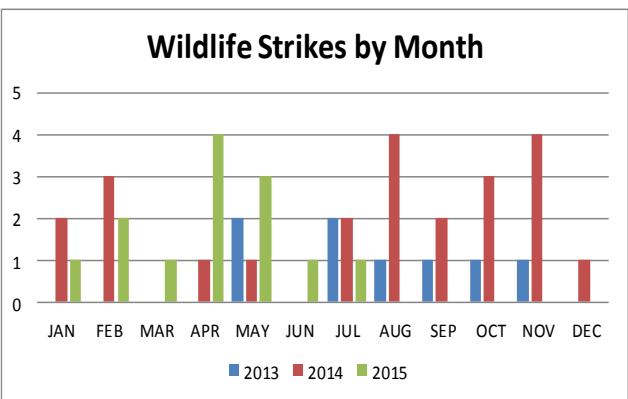
ATCT controllers rely heavily on visibility of aircraft and vehicle movements within the movement area in order to manage ground traffic and prevent collisions. As we all know, in aviation, even damage that appears minor can incur substantial cost both in aircraft downtime and parts/labor for repairs. We hope that by working together to improve visibility of these aircraft we can mitigate the potential for an incident to occur.

Tenants are requested to remind personnel who move aircraft, especially those utilizing the movement area, to turn on aircraft position lights or other appropriate exterior lighting for visibility as required by FAR Part 91.209 and by King County Code Title 15.16.010. Additionally, amber beacons are required to be activated on tow vehicles at all times when operating in the movement area.

We appreciate everyone’s assistance in keeping the airport operating environment safe for all users.

## Wildlife Strikes and Mitigation Efforts

KCIA uses many methods to reduce the risk of wildlife strikes to aircraft. Our goal is to reduce damaging strikes each year as compared to previous years. KCIA has not experienced a damaging strike in over two years. Airport staff work closely with the USDA to collect and examine data to identify trends, including those that indicate a potential problem. KCIA’s wildlife data is consistent with national trends; our data shows an increase in overall wildlife strikes, but a continued reduction in damaging strikes.



In wet weather conditions KCIA typically sees its highest levels of bird activity due to an abundant and easily available food source of earthworms on pavement surfaces. However, wildlife activity can still be observed in drier weather.

Although the number of wildlife strikes have increased, none have resulted in damage to aircraft. Even so, Airport staff is diligently working to decrease risk of wildlife strikes using many tactics. We keep our grass mowed to a length that helps reduce food sources and discourage loafing, we use noise in the form of vehicle horns, sirens, and pyrotechnics to make wildlife uncomfortable being in the area, and we also have a coyote decoy that we use in short durations to discourage wildlife. Tenants can assist in these efforts by keeping trash and other attractants cleaned up and dumpster lids closed, and by reporting any nesting or other activity to Airport Operations.

## Upcoming Changes on Taxiway Alpha

The Airport’s 2013 FAA Certification Inspection identified an issue that has been determined to require relocation of the non-movement boundary marking between A9 and A10. The new location puts it adjacent to the vehicle service road. As a result, the current Pad 6 aiming point marking will be removed. To facilitate helicopter transitions from the movement area to the ramp, three new “Ramp Control Markings” will be painted on the Taxiway Alpha centerline in the same approximate location as the old Pad 6 marking.

These changes necessitate some updates to current procedures and operations in the area. Pilots, drivers, and tug operators will need to contact ATC prior to crossing the non-movement boundary marking into the movement area as there will no longer be a gap between the service road and the edge of the taxiway. The helicopter operators and ATC are currently working on updated procedures, communications, and changes to their existing Letter of Agreement to ensure everyone is clear on the requirements and to put in place a framework for successful and smooth operations.



In an effort to highlight the changes and also remind personnel to be vigilant in the Pad 6 area, the Airport will be disseminating notices and materials to tenants and users to ensure everyone’s safety. We will also be adding verbiage to the drive lanes of the service road warning of helicopter activity. The Airport continues to work closely with ATC, the FAA, and tenants to be proactive in resolving potential issues prior to implementation of the changes. We expect to complete the marking revisions later this month once necessary procedures and training are in place.

## VFR Airspace Issues

KCIA is faced with congested airspace and associated issues that arise due to our proximity to Seatac and Renton Airports, VFR traffic over downtown Seattle, and other geographic and airspace geometry constraints. Pilots not operating on an IFR flight plan should be especially vigilant to ensure they are familiar with the boundary of Seatac Class B airspace and associated approaches, and to always ask for assistance if they are unsure. Below is a note that was distributed to pilots by the FAA Safety Team:

“There has been a recent spike in the number of operational events involving VFR departures from KBFI to the west when in a south flow configuration. Four of the events were Pilot Deviations (PD)s, one of which also resulted in a Near Mid-air Collision (NMAC) being filed. Attached is the graphical depiction and textual description of the Vashon Departure. The KSEA Runways 16 final approach courses cross over the northwest corner of KBFI and, if aircraft do not fly the Vashon Departure correctly, they run the risk of being in close proximity of wake generating turbine powered aircraft.”

We would like to bring greater awareness and attention to this issue through outreach and wider distribution of information regarding voluntary VFR procedures that are commonly used when arriving and departing KCIA. A full brochure is available on the Airport’s website, as well as in paper form in Airport Administration and Airport Operations offices. To the right, please find the graphic referenced in the FAA message. You can also link to the full brochure [HERE](#).

### Newsletter Spotlight



EMERGENCY RESPONSE NUMBER  
(Fire, Law Enforcement, & Medical):  
206-296-7392

**Report ALL accidents/incidents or spills to Airport Police & Fire immediately: 206-296-7392**

REMINDER: The speed limit on the vehicle service road is **15MPH**. Also, don’t forget to reduce your speed around aircraft

REPORTING TCAS RAs to KBFI ATCT:  
206-658-6400

NOISE HOTLINE: 206-205-5242

\*UPDATED\* KBFI Pilot Brochure:  
Fly Quiet/VFR Procedures can be found [HERE](#)

Reminder to tenants that all visitors under your sponsorship must be supervised by a badge holder at all times. Vehicles/drivers need to be briefed to follow the speed limit, ensure gates close, yield to aircraft, and to avoid crossing onto the movement area while under escort.

Operators of ground vehicles are reminded to utilize the service road unless an aircraft in tow or other condition specifically requires use of the movement area.

